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SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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- The airfield near Tartu (58°22'N/26°42'O), Estonian SSR, was considerably enlarged after 1945. In early 1949, the runway had a length of about 1,800 meters. The airfield extended 4 to 4.5 km from west to east and 3 to 3.5 km from north to south. Large-scale levelling work was in progress. Earth was being removed in the northern section and deposited in the southern section. Another runway was to be constructed from the hangars in the southwestern corner toward the north as far as the old runway, which was enlarged. About half of the field area was drained by the fall of 1948. A total of 1,000 to 1,200 Estonian workers was employed. Most of them were engaged in earthwork while one-fourth worked in the workshops and warehouses.
2. The road north of the runway was connected with the runway by several small roads. To the east, the runway was connected with the aircraft revetments by a taxiway which was 400 meters long and had a width which tapered to 15 meters. The taxiway ran along the rear side of the revetments to the north and south. Another taxiway with brick pavement, 12 to 15 meters wide, extended from the hangars in the southwestern corner of the field to the western end of the runway. About 400 meters northeast of the hangars, a taxiway branched off from the brick paved lane and extended to the runway. Shortly before the runway, it formed a semi-circular concrete apron 50 to 60 meters in diameter.
3. The following buildings existed at the field:
- a. Two hangars, each about 10 x 40 x 50 meters, with a vaulted roof and a concrete apron about 80 x 200 meters. They had been reconstructed in 1948.
- b. Four brick billeting buildings and three vehicle repair shops northeast of the athletic field in the southwestern corner of the field: four temporary buildings in the area of the former cavalry harness installation southwest of the athletic field. Six houses along Reesi Street were occupied by air force officers. A red triangular metal flag with black numbers posted at Reesi Street pointed to the temporary buildings.

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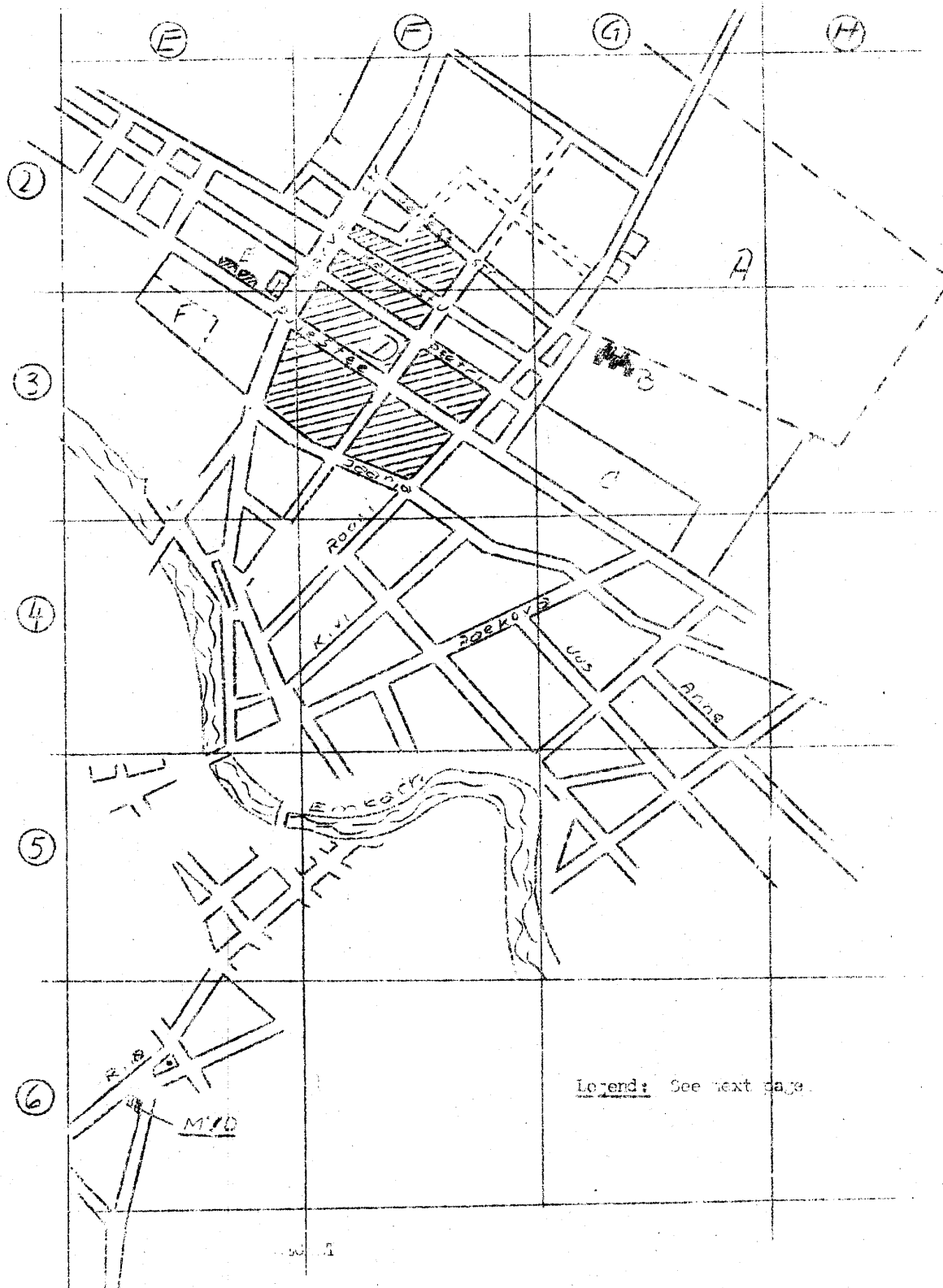
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- c. Several large and small workshops with spare part dumps and garages with four radio trucks north of the athletic field. Repairs on aircraft were conducted in the workshops near the hangars.
- d. The former manorhouse of Estate Raadi Moisa was used as a warehouse. Gasoline and oil dumps also existed on the estate. The former stable was used as a garage for tank trucks. About 1,000 meters east of the estate and about 200 meters north of the runway there was an ammunition dump consisting of 40 to 50 bomb piles, each about 4 meters long and 2 meters high, which were protected by roofs. The town sector between Tachas and Olakodli Streets was confiscated for flight personnel.
5. The airfield was used by civilian aircraft and, apparently, by a military flying school. In late 1949, 80 to 90 fighter bombers were allegedly stationed there.
6. Prior to August 1949, the air force barracks installation Puiste Ten, Turtu Post, was constructed along the north side of Puistee Street, just northwest of Petri Church, about 150 meters northeast of an athletic field. The installation which covered an area of 70 x 150 meters consisted of two brick three-story buildings, each about 12 x 35 meters. On each story there were 16 rooms, each about 4 x 5 meters, and a lavatory and washrooms. Each room was furnished with two iron bedsteads, a table, two chairs, and two lockers. Ninety-six men were quartered in each building. They were officers from 25 to 30 years old and from junior lieutenant to captain. Some of them were flight instructors with war decorations, and the others were student pilots who were given training at the field. The residential block between the Joana - Kocsi - Kalmistu Streets and Narva Ten was vacated by civilians and served as quarters for air force personnel. \*

25X1   ment. For location and layout sketches of airfield, see Annexes 1 and 2. The discrepancies between these sketches and previous reports which date back to 1948 may be explained by the progress in construction work at the field.

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Artu Post



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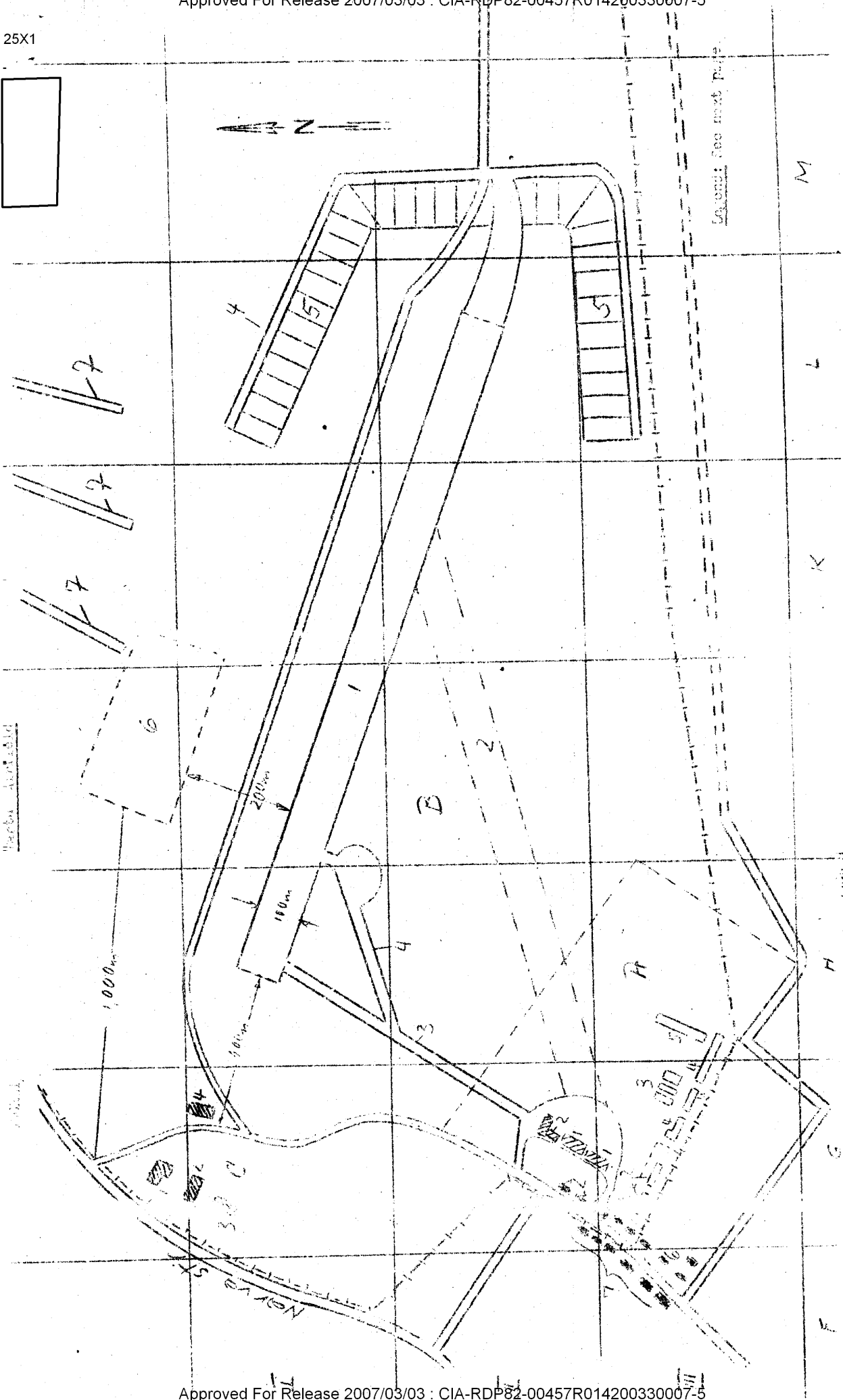
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Legend:

Tartu Post

- A Military airfield.
- B Barracks installation formerly occupied by an Estonian battalion.
- C Lembitu barracks installation, formerly occupied by an Estonian cavalry regiment, reconstructed in 1950; in late 1950 occupied by 2nd Sov Itz Inf Bn.
- D Air force billeting area.
- E Two buildings occupied by pilots.
- F Athletic field.

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Legend:Tartu Airfield:

## A. Old airfield.

1. Hangars.
2. Workshops.
3. Four brick billeting buildings.
4. Vehicle repair shops.
5. Garages with four radio trucks.
6. Temporary buildings of former cavalry barracks installation.
7. Billets of air force officers.

## B. Airfield expansion.

1. Runway, 1,600 meters long, completed in early 1949.
2. Scheduled runway.
3. Brick paved taxiway.
4. Taxiways.
5. Aircraft revetments.
6. 40 to 50 bomb piles, each 4 meters long and 2 meters high.
7. Drainage facilities.

## C. Former Estate Kusdi Moisa.

1. Warehouse.
2. Construction bureau.
3. Garage.
4. Billets for personnel.

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